

PRICE, \$2 PER MONTH.

Shipping

Shipping

**DOUGLAS STEAMSHIP COMPANY,
LIMITED.**

FOR SWATOW, AMOY & POOHOOW.
The Co's Steamship
Heliogon,
Captain ROBERT, will be
despatched for the above
Ports on **FRIDAY**, the 19th Instant,
Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAKE & Co.,
General Managers.

Hongkong, April 10, 1888. 7.


STEAM TO STRAITS AND BOMBAY
(Calling at COLOMBO if sufficient
inducement offers.)

The P. & O. S. N. Co's
Steamship
Deccan
will leave for the above
places at Noon on **SATURDAY** 20th Inst
instead of as previously advertised.

E. L. WOODIN,
Superintendent.


S. N. Co.'s Office,
Hong, April 17, 18

OCEAN STEAMSHIP COMPANY
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through
for NINGPO, CHEFOO, NEW-
CHWANG, TIENTSIN, HANKOW
Ports on the YANGTSE.)

The Co's Steamship
 *Orestes*,
Capt. HOSKINS,
will be dispatched on above
SUNDAY, the 21st Instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE
Agents.
Hongkong, April 15, 1889.


STEAM TO YOKOHAMA, VIA NA-
SAKI AND KOBE.
(Passing through the INLAND SEA.)

The P. & O. S. N.
Steamship
 *Verona*
will leave for the
places on TUESDAY, 23rd Inst., at
E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office
Hongkong, April 17, 1889.

EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY,
LIMITED.

FOR SYDNEY, MELBOURNE
ADELAIDE.
(Calling at PORT DARWIN & QUEEN-
SLAND PORTS, and taking
Cargo to NEW ZEALAND,
TASMANIA, &c.)

The Steamship
 *Catterline*,
Captain DESKE,
will be dispatched for the
Ports on TUESDAY, the 23rd Inst.
4 P.M.

Freight or Passage

H. M.
LING
LAMP,
THING,
KNTS.
740
Co.'s
1 doz.
2 1/2
AND
WINE.
of 1 doz.
& Co.
1187
AND

Agencia,
Hongkong, April 13, 1889.
THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.
FOR LONDON VIA SUEZ.
The Co.'s Steam-
ship, *Cing-ta*,
W. DUDRIN, Com-
mander, will be despatched
above on or about the 25th Instant.
For Freight, &c., apply to
ARNHOLD, KARBURG &
Co.,
Agents.
Hongkong, April 13, 1889.
THE GIBB LINE OF STEAM-
SHIPS,
FOR SYDNEY AND MELBOURNE
(Calling at PORT DARWIN & QUEENSLAND
LAND PORTS, and taking the
Cargo for ADELAIDE, TASMANIA,
NEW ZEALAND, &c.)
The British Steamer
Albatross,
Captain J. GIBB,
will have quick despatch
above.
Fare to SYDNEY or MELBOURNE,
For Freight or Passage, apply to
GIBB, LIVINGSTON &
Co.,
Managers.
Hongkong, April 13, 1889.
Notices to Consign
STEAMSHIP CALEDONIAN

COMPAGNIE D'ALGER
MARSEILLE

NOTICE TO CONSIGNEES

CONSIGNEES of Cargo from
the Steamships *Manche* and
the *Harve* at Steamship *Ebre* and at
Steamship *Manche* and at
in connection with the above
are hereby informed that their
with the exception of Opium, Fur
Valuables—are being landed under
their risk at the Company's wharf
Bongwong, whence delivery is
maintained immediately after landing.

Optional Cargo will be forwarded
information is received from the
10 a.m. to the Company's wharf
requesting it to be landed here.

Bills of Lading will be countersigned
the Undersigned.

Goods remaining unclaimed
nights, the 15th April, 1893, at Noon
subject to rent for storage at the
one cent per packet per diem.

All Claims must be sent in to
before SATURDAY, the 30th April
will not be recognised.

No Fire Insurance has been effected.

G. de CHAMADON
Hongkong, April 11, 1893.

Entertainment.

NOTICE.
THEATRE ROYAL,
CITY HALL.

TAMAKICHI TROUPE.
THIS EVENING,
THE CELEBRATED TOKIO AND
OSAKA COMBINED ACROBATS,
CONSISTING OF
EIGHTEEN PERFORMERS,
including

M. R. TAMAKICHI
AND
MISS KOITO,
THE GREATEST FOOT BALANCER AND
ROPE WALKER IN THE WORLD,
will give
GRAND AND WONDERFUL
ACROBATIC FEATS,
many of which have never hitherto been
performed in Hongkong.

To-morrow evening, the 19th April.

Saturday evening, the 20th April.

Doors open at 8.30 p.m.

To commence at 9.00 p.m.

PRICES OF ADMISSION.

Dress Circle front seats, \$2.00

Back seats, \$1.00

Stalls, \$1.00

Back seats, \$0.50

Tickets for Sale at Messrs CAMERON,
MOORE & CO.

Hongkong, April 18, 1889. 739

Not Responsible for Debts.

Neither the Captain, the Agents nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour—

BYRON, German barque, Captain F.
Wiese-Wieler & Co.

GENERAL VERDER, German steamer, Capt.
M. Kiehl—Messrs J. & Co.

HARRY E. TAYLOR, British barque, Capt.
J. McDonagh—Gibb, Livingston & Co.

KARAWA, Hawaiian barque, Capt. J. H.
Duncan—Jardine, Matheson & Co.

PACIFIC, American ship, Capt. D. D.
Burnham—Fusell & Co.

TRIN, American ship, Capt. C. H. Allen
—Russell & Co.

To-day's Advertisements.

HONGKONG RIFLE ASSOCIATION.

7th PRIZE MEETING.

10th, 20th & 22nd April, 1889.

LADIES' DAY.

THE LADIES' COMPETITION, those for
the LADIES' PRIZE and MEMBERS
of GOLF will take place on SATURDAY
AFTERNOON, at 3.30 p.m., when the
LADIES of HONGKONG are particularly
invited to be present.

A. SHELDON COOPER,
Hon. Secretary.

Hongkong, 18th April, 1889. 740

HONGKONG CLUB.

THE Third Yearly General Meeting
of the MEMBERS of the CLUB,
will be held at the CLUB HOUSE, on
THURSDAY, the 22nd April, at 4.30 p.m.

By Order, C. H. GRACE,
Secretary.

Hongkong, April 15, 1889. 721

HONGKONG CLUB.

AN EXTRAORDINARY General Meeting
of the MEMBERS of the CLUB,
will be held immediately on the conclusion
of the above Third Yearly General Meeting,
for the purpose set forth in the Notice
posted in the Hall of the Club House.

By Order, C. H. GRACE,
Secretary.

Hongkong, April 15, 1889. 747

FROM SOUBAAYA, SAMARANG,
BATAVIA AND SINGAPORE.

THE Steamship Goolpara, having ar-
rived from the above Ports, is hereby
informed that her Goods, with the excep-
tion of Opium, Treasure and Valuables, are
being landed and stored at their risk into
the Godowns of the HONGKONG & KOW-
LOON WHARF & GODOWN COMPANY, Limited,
Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the
24th instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 30th instant, otherwise they
will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 15, 1889. 743

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP BAYERN,
FROM BREMEN AND PORTS
OF CALL.

THE above-named Steamer having ar-
rived, Consignees of Cargo are hereby
informed that their Goods, with the excep-
tion of Opium, Treasure and Valuables, are
being landed and stored at their risk into
the Godowns of the HONGKONG & KOW-
LOON WHARF & GODOWN COMPANY, Limited,
Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the
24th instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 30th instant, otherwise they
will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 18, 1889. 745

To-day's Advertisements.

NOTICE.

DURING my Absence Mr. JAMES
STEPHEN will act as GENERAL
MANAGER of CRICKSHANK & Co., Ltd.,
Wm. CRICKSHANK,
General Manager.

Hongkong, April 16, 1889. 748

SHIRE LINE OF STEAMERS.

S.S. BRECONSHIRE, FROM
HAMBURG, ANTWERP, LONDON,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the KOW-
LOON WHARF & GODOWN Co. at Kowloon,
whence and/or from the Wharves delivery
may be obtained.
Optional Cargo will be forwarded un-
less notice to the contrary be given before
4 p.m. To-day.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 25th
instant will be subject to rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
25th instant, or they will not be re-
cognized.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, April 18, 1889. 744

NORDEUTSCHER LLOYD.

STEAMSHIP BAYERN,
FROM BREMEN AND PORTS
OF CALL.

THE above-named Steamer having ar-
rived, Consignees of Cargo are hereby
informed that their Goods, with the excep-
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being landed and stored at their risk into
the Godowns of the HONGKONG & KOW-
LOON WHARF & GODOWN COMPANY, Limited,
Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the
24th instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all
Claims for damages and/or shortages not
later than the 30th instant, otherwise they
will not be recognized.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 18, 1889. 745

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENTSIN.

THE Co.'s Steamship
Kwangtung, Captain SEXTON, will be
despatched for the above
Ports on or about THURSDAY, the
24th instant.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 18, 1889. 746

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G. DE CHAMPEAUX,
Agent.

Hongkong, April 18, 1889. 745

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR TIENTSIN.

Intimations.

DAKIN BROS. OF CHINA,
LIMITED,
CHEMISTS.

PURE DRINKING WATER.

SILICATED CARBON
FILTERS.

By a recent improvement in these
Filters, the Water is Aerated
and Filtered simultane-
ously rendering it
Pure and Palatable.

The Silicated Carbon Block is instantly
removable leaving the whole of
the Filter open for in-
spection and
cleaning.

We are in Receipt of a Consignment of
these Filters in engraved glass for
the table, and in plain and
ornamental showcases
for household
use.

Hongkong, April 15, 1889. 720

SHIPPING.

ARRIVALS.

April 17, 1889.

Feyers, German steamer, 2,877, F. Mer-
gell, Bremen March 9, and Singapore April
13, Mails and General—MILNERS & Co.

April 18—

Ningpo, German steamer, from Whampoa.

Breconshire, British steamer, 1,648, J.
Duncan, London via Singapore April 11,
General—ADAMSON, BELL & Co.

April 19—

Sofia, Spanish barque, 526, Captain
Sobribe, Amboine (Luzon) April 9, Timber.

—LANT, CRAWFORD & Co.

Victoria, British steamer, 1,531, John
Cameron, Nagasaki April 12, Coal—
MILNERS & Co.

Trin, British steamer, 1,465, W. N.
Allison, Sydney Mar. 23, Coal and General.
—BUTTERFIELD & SWIRE.

Oreus, British steamer, 1,279, J. Hut-
chinson, Glasgow via Liverpool March 2,
and Singapore April 12, General—BUTTER-
FIELD & SWIRE.

Kong Kong, British steamer, 869, R.
Jones, Bangkok April 10, Rice and General.
—YOUNG & HONG.

DEPARTURES.

April 18—

Phra Chom Klao, for Siam and Bangkok.
Swatow, for Tientsin.
Bender, for Yokohama.
Feking, for Shanghai.

CLEARING.

Breconshire, for Kobe and Yokohama.
Hutchinson, for Coast Ports.
Johanna, for Hoihow and Pakhoi.
Cicera, for Saigon.
Amoy, for Nagasaki.
Maha Maru, for Kutchinow.

PASSENGERS.

Arrived.

Per Bayern, from Bremen, &c., Messrs
Fricke, Rathenau, Krichstein, Webber,
Kochendorf, Hothausen, Krano, Behn and
Co., and 250 Others.

Per Breconshire, from Singapore, &c., Mr
F. E. H. Dodwell, and 200 Chinese.

Per Trin, from Sydney, Mr and Mrs
C. Skarrett, and 3 Messrs Skarrett, Mr
and Mrs Muir, Mr and Mrs Munding,
Dr. J. P. E. E. and Miss E. H. H. Mr and
Mrs J. Taylor, Miss Parson, Miss Har-
greaves, Messrs P. H. Ewing and R. P.
Wright, 3 Europeans, and 146 Chinese.

Per Oreus, from Liverpool, &c., for
Hongkong, Rev. R. Hudson, B.A., W.
C. Iselin, M.A., J. J. Booth, B.A.,
(Hongkong College), and 285 Chinese; for
Amoy, Mrs Outhurst and 2 children; for
Shanghai, Mrs Fry, maid and 3 children;
for Hoihow, Mr J. R. Carson.

Per Kong Kong, from Bangkok, Mr Wm.
Ramsay, and 118 Chinese.

DEPARTURE.

Per Phra Chom Klao, for Swatow, 100
Chinese.

To Depart.

Per Hutchison, for Coast Ports, 7 Euro-
peans, and 400 Chinese.

Per Johanna, for Hoihow, 100 Chinese.

SHIPPING REPORTS.

The British steamer Breconshire reports:
Had light winds and fine weather.
The Spanish barque Sofia reports: Had
N.E. and S.E. winds during the voyage,
and fine weather.

The British steamer Trin reports:
Weather fine throughout.

The British steamer Oreus reports: Left
Singapore 12th April, at 5 p.m. Arrived
Hongkong 18th April, at 4 p.m. Fine
weather, and light N.E. monsoon.

The British steamer Kong Kong reports:
Left Bangkok 10th April, and Kutchinow
12th, and experienced moderate and fresh
South-Easterly winds, and fine weather for
the first part, and light breeze North-
Easterly winds, and fine, freshening as we
passed the Lachrome into a moderate breeze,
with occasional heavy weather, fine to port.

POST OFFICE NOTICES.

MAILS will close—

For KOBE & YOKOHAMA—

Per Breconshire, at 9 a.m., on Friday,
the 19th inst.

For YOKOHAMA—

Per General, at 9 a.m., on Friday,
the 19th inst.

For SHANGHAI—

Per Bayern, at 9 a.m., on Friday, the
19th inst.

For HOIHOW, PAKHOI & HAIPHONG.

Per Johanna, at 9 a.m., on Friday, the
19th inst.

For STRAITS & BOMBAY—

Per Oreus, at 11.30 a.m., on Saturday,
the 20th inst., instead of as previously
notified.

For SWATOW, AMOY & TAMSUI—

Per Formosa, at 5 p.m., on Saturday,
the 20th inst.

For PORT DARWIN, THURSDAY IS-
LAND, COOKTOWN, TOWNSVILLE,
BRISBANE, SYDNEY, MEL-
BOURNE & ADELAIDE—

Per Oreus, at 4.30 p.m., on Tuesday,
the 23rd inst.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight—Hutchison leaves for Coast
Ports.

3 p.m.—Bayern leaves for Shanghai.

3 p.m.—General Wender leaves for Yokohama, &c.

4 p.m.—Breconshire leaves for Kobe, &c.

[illegible][illegible]

There were several other sub-sections to this clause, but it was discovered that the next in order did not end on by the Government's consent to allowing a certain amount of space between the lodging of the complete plan and schedules and the time that anybody is allowed to agree to it. His Excellency said he had not seen the draft since it was written, but he thought that if the plan was carried out. There had, however, been some misunderstanding.

The Council then resumed, leaving the Bill sitting in Committee, and adjourned to the Building Ordinance, the third reading of which was carried.

At the close His Excellency said—I am not altogether sorry that a mistake has occurred, because under any circumstances, I do not think it would have been well to pass amendments in it. I should have left it at all events in committee. There will be an opportunity before next week of fully considering all of them.

The Council then adjourned to Friday, 26th inst.

FINANCE COMMITTEE.

A meeting of Finance Committee was held before the Council, the Colonial Secretary presiding.

The Colonial Secretary said the first question was a recommendation by the Governor to vote £2300 for the reconstruction of a residence on the east front of the First Clerk's quarters at the Magistracy. The Magistrates had represented the very great inconvenience and discomfort of the present building, and they had shown that this very great improvement.

Approved.

The Colonial Secretary—The next question is a vote of \$800, being an increase to the salary of the Director of the Observatory. Mr. DeLoach had drawn attention on several occasions to his salary and had stated it was not equal to what was drawn by directors of observatories in other places. He laid an statement of his case before the Secretary of State, and they had agreed that if the Governor were to take the Council to vote the increase of \$600 to his salary he would not have any objection.

Approved.

THE DISASTER IN SAMOA.

The following are a few additional facts from Australian papers about the fearful hurricane at Samoa which destroyed three German and three American men-of-war:

Auckland, April 2.—Two large iron bargues and eleven cotton sailing vessels were also wrecked. The total loss of life is at least 150. The Governor of New Zealand said the hurricane fell in the barometrical pressure. The sudden fall in the barometrical pressure in the harbour got up steam for the purpose of endeavouring to run out the vessels, but they were all driven ashore and wrecked. On the exception of the steamer *Caltrop*, which succeeded in steaming out to sea in the very teeth of the storm. On Saturday morning the gale increased to a terrible extent, and daylight revealed an awful scene of destruction. The German and American vessels, and the *Maatafa*, Tannamoo and Maatafa, chiefs, sent natives to assist in saving property, and they worked unceasingly in a camp lives without respect to nationality.

London, April 3.—Her Majesty's Government has telegraphed a sympathetic message to General Hildesheim, the Governor of Samoa at the recent terrible disaster.

The German press praises the action of the rebel Maatafa for the prompt assistance rendered by him in saving life and property.

**SUPREME COURT
IN ORIGINAL JURISDICTION.**

Before Mr Justice Fielding Clarke, A.C., Chief Justice.

Thursday, April 18.

FREDRICK & CO. V. MARY AND D'ARBAULD JUDGMENT.

In this case, which arises out of a contract between the plaintiff and defendant for the construction of two small steamers in Hongkong, his Lordship gave judgment today.

His Lordship said the plaintiff's case was for \$15,768 made up in the following way:—Under a contract between the plaintiff was to build for the defendant two steamers at a cost of \$70,000, at a set-off of which the sum in dispute. The agreement called a supplementary contract a deduction of \$7,300 was made in the first price, making altogether a claim of \$33,300. In addition there was a claim of \$370 in respect of the cost of the two steamers at a cost of \$45,000. This was subsequently withdrawn, and the balance was up of a claim for services in connection with the trial trips. The defence said \$6,200 and paid that sum into Court. They put forward various claims by way of set-off which the sum in dispute was \$15,768. There were two contracts the first of which was dated October 1880; this contract the plaintiff agreed to complete the steamers and deliver them at Haiphong in May 1881. They agreed to complete the steamers within the time specified, and consequently a supplementary contract was entered in August 1887. Before dealing with terms of this supplementary contract, I might say that the steamers were delivered at Haiphong, and that they were in the first instance in good order and condition, in accordance with the provisions of this supplementary contract. And that they were in each good order and condition in the first place when handed over at Hongkong, and that they were in good order and condition in the place immediately on their arrival in Haiphong. There was a provision in the supplementary contract that if the steamers were found to be defective to the satisfaction of the French authorities at Haiphong, on their arrival there, the defendant was to make good the same. The plaintiff said that satisfaction was not given, and that the steamers were found to be defective after a further rediff, from trials satisfactory results, were made in Ceylon. Meanwhile the steamers had suffered damage from the bad weather previous to that time. The first material fact in the case was the sum claimed by the defendant for demurrage at the rate of \$50 a day for each steamer during the time they lay at Haiphong. The fourth clause of the 12th article of the supplementary contract was that payment was to be made on 5th August and it provided that the first steamer, the *Cerf*, was to be delivered at once, the second on 12th of August, failing which the defendant was to be liable for the cost of the steamers after these dates, specifying of these express dates to him of great importance in connection with this document. The Attorney General suggested for the defence was that the claim was not based on the contract provided that the delivery should

to that the condition as to speed referred to was a condition precedent to delivery, and that the contract could not be completed until that condition was fulfilled. It was not possible for the vessel to be supplied with fuel, and the defendant sought to express the defendant's intention, under sub-section 14, it was perfectly impossible that this suggestion could be entertained. If that sub-section meant anything, it meant that the vessel was to be delivered on the 5th and 12th of August, and the trial could not have been made on the first one month after the 5th of August, and that in the course of the trial it could not have been the case at some time after the 5th. Therefore the condition as to speed being maintained to the satisfaction of the French authorities at Hainan, could not be a condition precedent to delivery. It seemed to him that the Attorney General's argument on that point he should be giving no meaning whatever to the 14th section of this supplementary contract, and of course it was a rule of law meaning ought to be given as much as possible to every part of it, he must accept that contract. It was suggested, on the other hand, the vessel were to be headed over to Hongkong, but that in the course of the voyage, as the result of the sequence of the year and also in consequence of the plaintiff's having been to blame in this matter, the plaintiff took the risk of sending the vessels to Hainan, and also the responsibility of their being wrecked, and the defendant was to be bound to the actual delivery was Hongkong. It seemed to him that such a reading gave sense to the whole contract. To his mind it appeared the only contract which could be construed in that way, and he thought therefore for the plaintiff on this point, and that disposal of the claim for damages. The penalty was provided for by the contract, and if no penalty could be got under the contract if course the plaintiff could put forward as a set-off (the sum of \$1486 claimed as cost of crew's wages, coal and sundries paid by the defendants) his Lordship said he was at first in some doubt as to a small position of the parties as to the exact position of the parties. There was a condition which the plaintiff had undertaken to fulfil with regard to the speed of the vessels; and that condition was not merely that the certain speed was to be attained, but the French authorities thought the plaintiff in agreeing to this, because, in a certain sense, responsible for any delay that might arise in the fulfilment of the condition either by the plaintiff or otherwise, and that he should be bound to this. He could either return the steamer or keep them conditionally. As a matter of fact the time was as it were hung up. It was alleged on the part of the plaintiff that this was the measurement of the defendant and been committed and the defendant took up this position. They returned the steamer on the plaintiff's hands provisionally. That was his Lordship's view, and he thought that the defendant's action from the 15th to the 17th and 18th August seemed to him that as the plaintiff had expressly contracted to satisfy the French authorities as to the speed of the vessels the defendants were put under a liability. Although the vessel was delivered, and the vessel was returned to the plaintiff, they took that was to say, to return the vessel provisionally on the plaintiff's hands until that condition was fulfilled. He looked upon these expenses as a set-off against these claims, and on the behalf of the plaintiff he thought as it was a set-off of \$1486 may be allowed as a set-off. He might say that that I think that position was acknowledged by the parties, because although one time the plaintiff, as defendant responsible for a liability he had already incurred. The item of \$228 would also be allowed. The result of his Lordship's judgment would be that deducting the items allowed, together with what was paid to the defendant, the result of the plaintiff's claim, namely \$14,700, there would be a balance of \$6,000, which plaintiff would be allowed, with costs. The defendant's claim would be dismissed. The case was referred to Messrs Wotton and Deacon's Office for appeal for the plaintiff; and the Attorney General (Hon. A. J. Leach), assisted by Messrs Sharp, Johnson and Stokes, for the defendants.

VICTORIA GAOL REPORT FOR 1888.

The following report on Victoria Gaol was presented to the Legislative Council this afternoon:—

Gaol Superintendent's Office, Hongkong, 21st Jan. 1889.

Sir, I have the honor to acknowledge the receipt of your letter of the 18th inst. in reference to the Annual Statistical Return of the Gaol for 1888.

I have in previous reports referred to the successful results achieved in England by the confinement of criminals, and the reduction of crime and the criminal class—as also decreasing there as the population increases. The condition of Hongkong is as I have before observed very different from that of England, and the proportion here of crime and criminal population here is as much or more dependent on the property or the reverse of neighboring Chinese territory as on the administration of our criminal and penal laws, and therefore that the mere confinement of criminals in the numbers of criminals confined in gaol, is no more necessarily to be referred to a judicious deterrent and reformatory discipline, than an increase of criminals necessarily to be debited to laxity of discipline.

3. But to whatever causes it may owe, it must be satisfactory to Government to know that the number of criminals confined in Gaol has been for the last three years in a steady and increasing manner. From Return Y. 13 it will be observed that the daily average number of Prisoners confined in Victoria Gaol for 1888 is less than it has been for the last ten years, namely 1,631, in the previous year 1887 was 2,894. A very valuable portion of the reduction may be owing to the circumstances of Government having released a large number of gamblers and debtors, and also a large number of short sentences, but the difference would be very trifling, and if we compare the number of commitments during the last year, nearly the same proportion has been established. In the year 1887 the number of commitments was 3,408.

4. The Ordinance under which Criminals who earn remission of portion of their sentence are now liable to be released by Police supervision, has been, however, as I am informed on enquiry, been too short in operation to give any reliable results. Many of these persons have, I understand, left the Colony, rather than submit to Police supervision, and consequently no loss of revenue has been realized. It is satisfactory, however, that none of the discharged Prisoners under Police supervision have returned to the Gaol during the year.

subordinate Gael Staff during the year have been very satisfactory. These officials have been zealous and painstaking in their work, and their dealings with the prisoners have been judicious and fearless in their intercourse with Prisoners, and so frequent some years ago, have been entirely ceased. The low pay of most of the Gael staff leads however to the result that constant changes are occurring, and so officers are constantly on the look-out for other and better qualified men. It is, however, always a large number of Probationers to be instructed in their duties. As it has been proposed in the estimates of this year to increase the pay of the staff, it is hoped this will be the means of obtaining more efficient officers, and a certain number of Prison officials trained in English Prisons, who, like the Gael Staff have all been transposed to English Prisons.

Prison Buildings.—6. These remain as formerly reported. The disadvantages of overcrowding in associated wards and of insufficient space for workshops are obvious. The House of Correctional Officers have, however, and have annually repeated my opinion that the separate system is essential to efficient deterrant and reformatory Prison discipline.

Prisoners and their discipline.—7. The number of Prison offences continues large in comparison with those of English Prisons, but their number is decreasing and much less than in previous years, and it is satisfactory to observe that the more serious offences have been reduced. During the year there have been 4,414 Prison offences to an average of 651 Prisoners, giving a little over 8½ offences for each Prisoner during the year; the lowest average attained for many years. The offences of the Gael Prisoners have been being free of Prison punishment for upwards of three months, among these 35 had been free of punishment for upwards of a year.

8. I append as usual the Returns showing the number of punishments during the year for the most common offences. Similar Returns for the last three years being shown alongside for the sake of comparison.

9. During the year there were three cases of insubordination reported against officers of the Gael (included in Return 6.)—a marked diminution of such offences as compared with previous years. The offenders were tried and awarded corporal punishment.

10. The risk of conspiracies and combinations among Prisoners, I have adverted to in former reports as always existing with a lot of criminals sleeping in association. As in previous years so during the year no reports had been received of this in two desperate attempts of large numbers to escape from chain gangs. The stricter the Gael discipline the more anxious Prisoners will be to try and effect an escape—on the last occasion, on 28 September, 1894, 100 Prisoners had escaped, but unfortunately in the struggle the lives of one trustworthy warder and of two Prisoners were lost, while four other Prisoners were wounded and three were reported to have been recovered.

11. The Return was submitted at the time.

Industrial Labour.—11. The Chain gang on Public Works has been working during the year with an average strength of 50 or 60 Prisoners—less than last year. It was to reduce one and a half per cent of the number of the scarcity of Officers, many of whom were on the sick list during the year the work was carried on at a considerable distance about three miles from the Gael and the work done was not very satisfactory. The last of the year. After the experience of the year I trust it will not be resumed until the introduction of the separate system.

12. As to other industrial work we have much to be proud of, and the staff have been busy in the workshops as always, having the same number of men, but the work has been increased. I append the usual Return of Gael Industrial work.

A. GORDON,
Superintendent.

NEWS BY THE GERMAN MAIL.

The N. D. L. steamer *Haven* arrived day with the German mail of 19th March. We take the following telegrams from Cologne and London exchanges:—

RUSSIA DEMANDS EXPLANATIONS FROM ROMANIA.

Bucharest, April 1.—Russia has demanded explanations from Rumania for the alleged massacre of Russian subjects from Rumania.

THE FARNELL COMMISSION—OPENING OF CASE FOR THE DEFEENCE.

London, April 3.—The sittings of the Farnell Commission were resumed yesterday. Sir Charles Russell opened the case for the defence in a long speech, and referred to last four days. He said misapprehension and the exaction of Londoners in Ireland were the causes of all crimes there. He said the persistent prejudice of Times against the Irish.

LETTERS FROM STANLEY.

London, April 7.—A series of reports have been received from Stanley which were written from Aruwahiti before he returned to the interior. In them he recounts in the graphic manner the endless march he has made through deadly and gloomy forests, and the thousands of the natives composing Expedition had been reduced to perishing skeletons through starvation and fatigue. While one hundred had got clear of the almost insupportable burden of their progress, the remainder afterwards died of starvation blinding in fool. Here the natives opposed them, and occasional skirmishes took place. Stanley says that he met Emin Pasha and Nyanya on the 30th of March, and that they were together all the month of May. Emin Pasha then commanded a force of 8,000 men, but refused to let him fearing the difficulty that would be encountered in transporting the women and children.

LORD R. CRUCHANKI AND THE BEMINGHAM CONSERVATIVES.

London, April 3.—Lord Randolph Churchill has declined the invitation of Conservatives to stand for Central Birmingham.

THE QUEEN'S BIRTHDAY.

London, April 4.—The Queen arrived Windsor Castle last night from Biarritz.

GENERAL ROSENBAACH.

A telegram from Chardul states that General Rosenbach has returned from Kerli, whither he proceeded week.

ASABURY IN AFRICA.

Rome, April 3.—A report is current that the Negus has been killed in a fight with the Derwishes, and that a state of anarchy exists in Abyssinia.

STARBUCK'S MARCH TOWARDS BISKAYA.

London, April 3.—Arab reports from Stanley Falls at the end of February Stanley and Emin, with a thousand women, and children, were marching a direction of Zangbar.

THE CHAMBER OF DEPUTIES.—The Chamber of Deputies has, after a tumultuous debate, adopted by a majority of 162 votes a demand made by the Government authority to prosecute General Boulanger for his attempt to overthrow the Republic.

THE CHAIRMANSHIP OF THE HOUSE OF LORDS COMMITTEES.—*London, March 5.*—Lord Morley (Gladstone) has been selected Chairman of the Committee of the House of Lords on the question of the election of votes, defeating Lord Salisbury of Bureleigh, who was the candidate to be forwarded by the Ministry.

THE GERMAN EXPEDITION ON THE EAST AFRICAN CANAL.—*Zanzibar, March 4.*—Captain Wessmann has assured the British Indian merchants that he has been officially instructed by his Government to encourage their commerce along the German East African Canal.

THE PROPOSED NAVAL EXPENDITURES.—*London, March 5.*—In the House of Commons last night Mr. Childers moved an amendment on the report on the proposed expenditure of a special fund of £10,000,000, offering, and contending that the expenses should be voted year by year as they were required. The amendment, which was supported by a majority of 160 votes, was rejected by a majority of 34.

GENERAL BOULANGER'S EXPULSION FROM BELGIUM DEMANDED.—*Brussels, March 5.*—The Belgians demand the expulsion of General Boulanger from Belgium. Anti-Boulanger demonstrations have taken place here, and several Boulanger dupes have arrived from Paris.

THE DEATH OF THE RUSSIAN ARMY.—*St. Petersburg, March 5.*—The formation of a second division of Cossacks has been ordered.

THE CANDIDATE FOR CENTRAL BIRMINGHAM.—*London, April 6.*—The Conservatives have finally decided not to contest the seat for Central Birmingham, but will give it to the Liberal-Unionist Candidate.

THE COMMISSION TO ENQUIRE INTO THE WORKING OF THE VACCINATION LAW.—*London, April 6.*—In the House of Commons Mr. Ritchie, after several hours' discussion, in replying to a question, stated that Government will appoint a Commission to enquire into the working of the Vaccination Law, and thus dispel all doubts in respect thereto, which those in favour of the Government are sure to find.

THE DEATH OF THE NEGUS AND THE ITALIAN POLICY IN ABYSSINIA.—*Rome, April 6.*—In the Italian Senate to-day M. Crispi confirmed the news of the Negus' death. His confirmation of the death of the Negus Government did not intend being seduced by a prospect of easy annexation in that quarter, but would carefully consider what course was best to pursue in view of the death of the Negus. Nothing however had yet been decided on the matter.

THE LINCOLN HANDICAP.—*Allahabad, March 27th.*—The Times of India has received a special telegram giving the following as the result of the Lincoln Handicap:—

1	1
2	2
3	3

RUSSIAN INFLUENCE IN PERSIA.—*St. Petersburg, March 18th.*—The Persian frontier question is still to the fore, and the rivalry between England and Russia in the Persian for political and commercial purposes is becoming more and more keen. The opening of the Karun River to navigation, immediately after Prince Dolgorouky's departure from Tehran in September, was regarded as the breach of the Russian frontier of Persia, by which England secured very serious advantages. As it was useless to seek the rescinding of that act, it was determined to set about obtaining compensation in the form of a Russian concession in Persia. Without delay, and if necessary, by force, the Russian Government pressed its claims.

Prince Dolgorouky returned to his post with instructions to this effect, and even in the short time that he has held he has secured some results, while other and more important advances are being looked for.

A Russian Consul has already been installed at Meshed, the objection of the Persian Government on the score of Mahomedan fanaticism having vanquished at the first real insistence. Persia is, moreover, renouncing the Persian coast road from Meshed to the Persian Gulf, and north-west, to join the Russian road from Ashabad.

A communication in to-day's *Norwood* evidently from a well-informed source, states that the Russian Government has insisted that Russia to Russian navigation the lagoons Murad-ab, near Meshed, and the Persian Bazar, near Reest, and that she should commence at once the construction of a high road from Reest to Tehran. The Government informed that these demands. Rules the navigation are being drawn up, and at together with a Decree opening the lagoons to Russian vessels, will be published shortly.

The price of these concessions on the part of Persia is rather difficult to estimate. If instead of a road, a railway were to be built from Reest to Tehran, it would be a very complete set-off to the opening of the Karun. Russia has threatened to refuse to open the Karun to Russian navigation, without which a mere right of river navigation is of little value strategically, the advantage would be absolutely on the side of Russia. There is no point in enterprises in Russia, if it is not possible that it seems diametrically to do, it is probable that no railway will be built for long time.

Meanwhile, what is really important in England is to make sure that Russia is not determined to keep her hold over northern Persia, both commercially and strategically, and that every privilege or concession obtain from the Government of the Shah will be followed immediately by the Shah's Government. The advantages for Persia, Russia is, of course, extremely anxious to enforce completely with wishes.

THE RADICAL PRESS IN GERMANY.—*Berlin, 18th March.*—Great surprise has been caused by the suppression of the *Volks Zeitung*, which I was able to telegraph yesterday evening. It is announced by official *Leichts Anzeiger* this evening, a number which brought about the suppression contained a violently anti-socialist article by Herr Berte, on the 18th March, 1884. The *Volks Zeitung*, however, never advocated Social Democracy, Socialist, or Communistic methods which can justify the application of the Anti-Social Law. Even the Ministerial *Leichts Anzeiger* has been obliged to state that this act of the Board of the Berlin Police will have been reversed by the Imperial Committee we adjudicates upon complaints, if the latter for the Interior does not anticipate that body.

The office of the *Volks Zeitung* was surrounded by the police yesterday, and communication with the outer world by telephone or otherwise, cut off. All manuscripts found in the office and in editor's house were seized. More than 100 papers about this act of the Berlin Police will have been suppressed in Berlin.

an encroachment on the liberty of the press, especially as the latter bears full responsibility for all that appears therein.

It is said that Herr Manckel, whose name is in the Reichstag on the Gelfenken list, may be remembered, will address a motion on the subject to the Government on Monday, 14th inst., in the *Volk's Zeitung*, and will also deliver a paper in connection to the Reporters' Gallery in the Reichstag, owing to its article on the anniversary of the Emperor William's death, is now denied. Instead of the expected report, a journal without any party leanings, but which was written chiefly to the purpose of its appearance. The first number, which was published to-night, was confiscated by the police, on the ground that it was merely a continuation of the *Volk's Zeitung*.

ASSISTANTS IN THE PACIFIC.

IN the House of Commons on the 18th March, Dr Cameron asked the First Lord of the Admiralty whether his attention had been called to an extract from a letter addressed to him by the Governor of the Colonies, dated 14th January, and published in the *Standard* of the 15th inst., stating that the Majesty's ship *Hyacinth* had just arrived there; that "she came from the Sydney Group, where they had hoisted the English flag on every island in the group; and that the Union Jack was hoisted, in return, at the Union Group, and the *Hyacinth* conveyed, as the Captain said, "God Save the Queen" to the islands; and the islanders became British subjects; whether this statement was true, and, if so, how many islands had been annexed; whether the Captain had been ordered to do so; and whether the British Government in annexing the islands; and whether papers on the subject would be laid before Parliament.

Lord G. Hamilton.—The statement as presented in the *Standard* is a substance of the following nature. These particulars, between the 20th October and the 4th November, 1888, the captain of H.M.S. *Hyacinth* declared a Protectorate over the islands composing the Cook Group, which includes the Sydney Group. The Union Jack was hoisted, and saluted in the usual manner. There are in all nine islands in the Sydney Group, and the Captain acted as acting under instructions from the Government.

THE SAMOA TRUSTEES.

Dr Cameron asked whether any report had yet been received concerning the seizure of Mr Gilan, a British subject, on board the British ship *Richmond*, by an armed party of Samoan natives. The senior German Captain, H.M.S. *Royalist*, had threatened to send an armed party to rescue him, or actually cleared for action, that Mr Gilan was rescued; whether Captain Hand had been ordered to do so, or whether he had shot, through the reckless firing of a party from the German war-ship *Eber*; and whether the senior German Commander had actually apologized for the act of his subordinate.

Lord G. Hamilton.—A telegraphic report has been received from the Commandant-in-Chief on the Austrian Station from Vienna, dated 10th February, to the effect that the Germans had proclaimed martial law at Samoa, and claimed the right of visitation of British ships, and that British subjects (no names were given) had been removed from the British ship *Richmond* by armed boats from the German ship *Adler*. They were subsequently released, and the demand for satisfaction by the *Royalist* denied. A further telegram on February 21st states that the captain of the *Calliope*, which ship has replaced the *Royalist*, has informed the German authorities at Samoa that he could not acknowledge the seizure, as the captain of the *Royalist* was not on the beach at the time, and that the claim of visitation or the right to search claimed over British subjects or Coasts. The claims so advanced were abandoned. No report has been received with reference to the statement quoted in the second part of this question in the *Standard* to the effect that the Captain, Captain Hand reported that a cutter belonging to the German ship *Eber* chased a boat containing unarmed natives, and fired upon them as they were escaping into the bush. Captain Hand of the *Royalist* was on the beach at the time and hailed the German boat to call their attention to his being there, and to him being exposed to their fire. On his remonstrating with the captain of the *Eber*, the officer expressed his regret that he could not do so, and that he was contrary to the instructions he had given as to firing. He repeated his expression of regret to Captain Hand on the following day on board the *Royalist*. He further sent the officer who had committed the error, and on the next day he had another conference, and to explain that he had acted contrary to his instructions.

THE CABLE TO MOROCCO.

Madrid, 18th March.—For some time past the Madrid Press has been publishing reports from Morocco to the effect that the relations of friendship existing between the Sultan and the British Legation at Tangier were disturbed, because the Moorish authorities are said to oppose the repair and re-establishment of the cable near the town of Tangier, and to have refused the Sultan had authorized only a year ago when it was first laid down. The Moors are also stated to be watching the coast in order to resist the laying of the shore end of the cable near Tangier. The Spanish papers say that while debate continues on the subject, the Sultan is sending a number of several foreign representatives at Tangier. Finally it is announced to-day that the British Legation has sent to the Sultan a note demanding a decision on the subject of the cable, and in this step the British Legation is backed by the presence of the Fleet at Gibraltar.

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" 30 days' sight, 3/6 1/2
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On demand, 73
Credit, 60 days' sight, 74
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Wire, 280
" 30 days' sight, 281
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Wire, 190
" On demand, 211
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On demand, 72 1/2
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" 60 days' sight, 74 1/2
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Exchange.	
HONGKONG, APRIL 18.	
On London—	
Bank, Wire	2/1 1/2
On demand,	2/1 1/2
" 30 days' sight	2/1 1/2
" 4 months' sight	3/0 1/2
Credit, 4	3/0 1/2
On Paris—	
On demand,	9/7 1/2
Credit, 4 months' sight	9/8
Credit, 4 months' sight	3/8 1/2
On New York—	
On demand,	73
Credit, 60 days' sight	7 1/4
On Bombay—	
Wire,	220
On demand,	221
On Calcutta—	
Wire,	130
On demand,	131
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ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship **BEIGU** will be
despatched for San Francisco, via
Yokohama and Honolulu, on WEDNES-
DAY, the 24th instant, at 1 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 6 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
marking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 64, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, April 9, 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship **BATAVIA**,
2,653 Tons Register, A.D. Com-
mander, will be despatched for VANCOU-
VER, B.C., via NAGASAKI, KOBE and
YOKOHAMA (passing through the Island Sea),
on THURSDAY, the 25th April, at
Noon.

To be followed by the S.S. **PORT
AUGUSTA** on the 5th May, and S.S.
FAIRHILL on the 23rd May.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$100.00
To all common points in Can- ... 230.00
To the United States ... 300.00
To Liverpool ... 305.00
To London ... 310.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 24th April.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, April 11, 1889.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;

ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON WEDNESDAY, the 8th day
of May, 1889, at 4 p.m., the Company's
Steamship **BAYERN** Capt. J. MESSING,
with MAILED PASSENGERS, SPELDER,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
10 a.m. Cargo will be received on board
until 1 p.m., Specie and Parcels until 10
a.m. on the 8th May, 1889. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELOERS & Co.,
Agents.

Hongkong, April 15, 1889.

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MALTA, GIBRALTAR,
MARSEILLES, BRINDISI, TRIESTE,
VENICE, PLYMOUTH AND
LONDON:

ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERMAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPECIAL ONLY LANDING AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
NIZAM, Captain T. F. CHERRY, with
Her Majesty's Mails, will be despatched
from this port for LONDON, via BOMBAY
and SUEZ CANAL, on WEDNESDAY,
24th April, 1889, at Noon.

Cargo will be received on board until
4 p.m. on the day before sailing.

Parcels and Specie (Gold) at the Office
until 4 p.m. on the day before sailing.

Silk and Valuable Goods for Europe will be
transhipped at Colombo: Tea and General
Cargo for London will be conveyed via
Bombay without transhipment, arriving one
week later than by the ordinary direct route
via Colombo.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MALACCA.

E. L. WOODIN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 12, 1889.

NOTICE.

COMPAGNIE DES MESSENGERES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUZ,
PORT SAID,

MEDETERANNEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA

ALSO
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 25th April,
1889, at Noon, the Company's S.S.
ANADIE, Commanded by DELAUNAY,
with MAILED PASSENGERS, SPELDER,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. Specie and Parcels until 3 p.m. on
the 24th April, 1889. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 12, 1889.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **UTY OF
PEERING** will be despatched for
San Francisco, via Yokohama on THURS-
DAY, 2nd May, at 1 p.m., taking Passengers
and Freight for Japan, the United States,
and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return ... 350.00
To Liverpool ... 325.00
To London ... 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
marking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Beal's Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 64, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, April 13, 1889.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the
Shipping or midway between each shore are marked S., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From the Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Paddar's Wharf.
6. From Paddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to Kowloon Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessels Name, Tons, Date of Arrival, Consignees or Agents, Destination, Remarks.

Steamers: Afghan, Alvirne, Amigo, Apennine, Asago, Bayern, Belgic, Benary, Breconshire, Catterthun, Cicero, Dacca, Dard, General Warden, Gualpara, Hallooing, Independent, Jacob Christensen, Johann, Milke Maru, Ningpo, Pilot Fish, Provincia, Soodown, Victoria.

Sailing Vessels: Antoinette, Augusta, Hattie E. Tapley, Kalamazoo, Lady Harwood, Omega, Onyx, Solida, Titan.

Her Britannic Majesty's Ships on the China Station.

Name	Rig	Tons	Guns	H.P.	Captain	Where at
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Macdonald	Singapore
Cockade	gunboat 2nd class	465	4	470	Lieut.-Com. Evarard Maxwell	Hongkong
Conquest	gunboat 3rd class	2380	14	2590	Captain Wm. H. Henderson	Hongkong
Constance	gunboat 3rd class	2380	10	2420	Capt. L. O. Koppel	On a cruise
Cordelia	g.-b. 3rd class coast defence	363	3	340	Captain Harry T. Greshall	Hongkong
Esk	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald F. Smith	On way Home
Esper	gunboat 2nd class	1420	6	1130	Lieut.-Com. Denison	Hongkong
Firebrand	gunboat 2nd class	8400	10	10000	Captain Chas. J. Balfour	Singapore
Heroine	gunboat 2nd class	465	4	470	Captain Robt. W. Craigie	Singapore
Hyacinth	gunboat 2nd class	465	4	470	Captain William H. May	Singapore
Imperieuse	gunboat 2nd class	465	4	470	Commander Smythies	Hongkong
Leander	gunboat 2nd class	465	4	470	Lieut.-Com. G. H. Yonge	Hongkong
Linnat	gunboat 2nd class	1130	10	1130	Commander J. H. Martin	Hongkong
Morlin	gunboat 2nd class	465	4	470	Captain Hy. J. Carr	Singapore
Mutine	gunboat 2nd class	465	4	470	Commander B. W. White	Hongkong
Orion	gunboat 2nd class	465	4	470	Capt. The Hon. F. O. Vereker	On a cruise
Porpoise	gunboat 1st class	1730	6	3500	Lieut.-Com. W. Maitland Douglas	Amoy
Ramirez	gunboat 1st class	716	6	1200	Captain T. P. W. Noham	Yokohama
Rattler	gunboat 1st class	1420	8	1400	Com. The Hon. Richard Bingham	Hongkong
Satellite	gunboat 1st class	150	5	1010	Com. The Hon. Richard Bingham	Hongkong
Solent	gunboat 1st class	758	5	1010	Com. The Hon. Richard Bingham	Hongkong
Spartan	gunboat 1st class	95	3	—	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 35	gunboat 1st class	95	3	—	Com. The Hon. Richard Bingham	Hongkong
Torpedo Boat No. 36	gunboat 1st class	95	3	—	Com. The Hon. Richard Bingham	Hongkong
Tweed	gunboat 1st class	5157	14	—	Com. The Hon. Richard Bingham	Hongkong
Victor Emanuel	gunboat 1st class	925	4	750	Com. The Hon. Richard Bingham	Hongkong
Wanderer	gunboat 1st class	2760	4	1450	Com. The Hon. Richard Bingham	Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.O., Commander-in-Chief.